



SAAB A32A Lansen

The Saab 32 Lansen (meaning the Lance) was a two-seater, high transonic attack aircraft produced by SAAB from 1955 to 1960 for the Swedish Air Force (Flygvapnet). During its long operational life, the Saab 32 also served as a fighter, reconnaissance, electronic warfare and a target-tug aircraft.

This model kit depicts the attacker version A32A Lansen.

When the A32A entered service they replaced the last piston-powered SAAB B18 bomber. SAAB 32 Lansen broke the sound barrier on 25 October 1958 when it exceeded Mach 1 in a shallow dive. The A32 ("A" stands for attack) had an armament of four 20 mm Bofors m/49 cannon hidden under flaps in the nose. It could carry the Rb04C anti-ship missile. The Lansen normally was fitted with two Rb04C but it could also carry an additional missile. Its main role was to prevent any Soviet invasion across Sweden's coastline.

One planned use of the A 32A was to deliver nuclear warheads or chemical weapons. Sweden had an active nuclear weapons program during the 1950s and 1960s, but no weapons were ever produced.

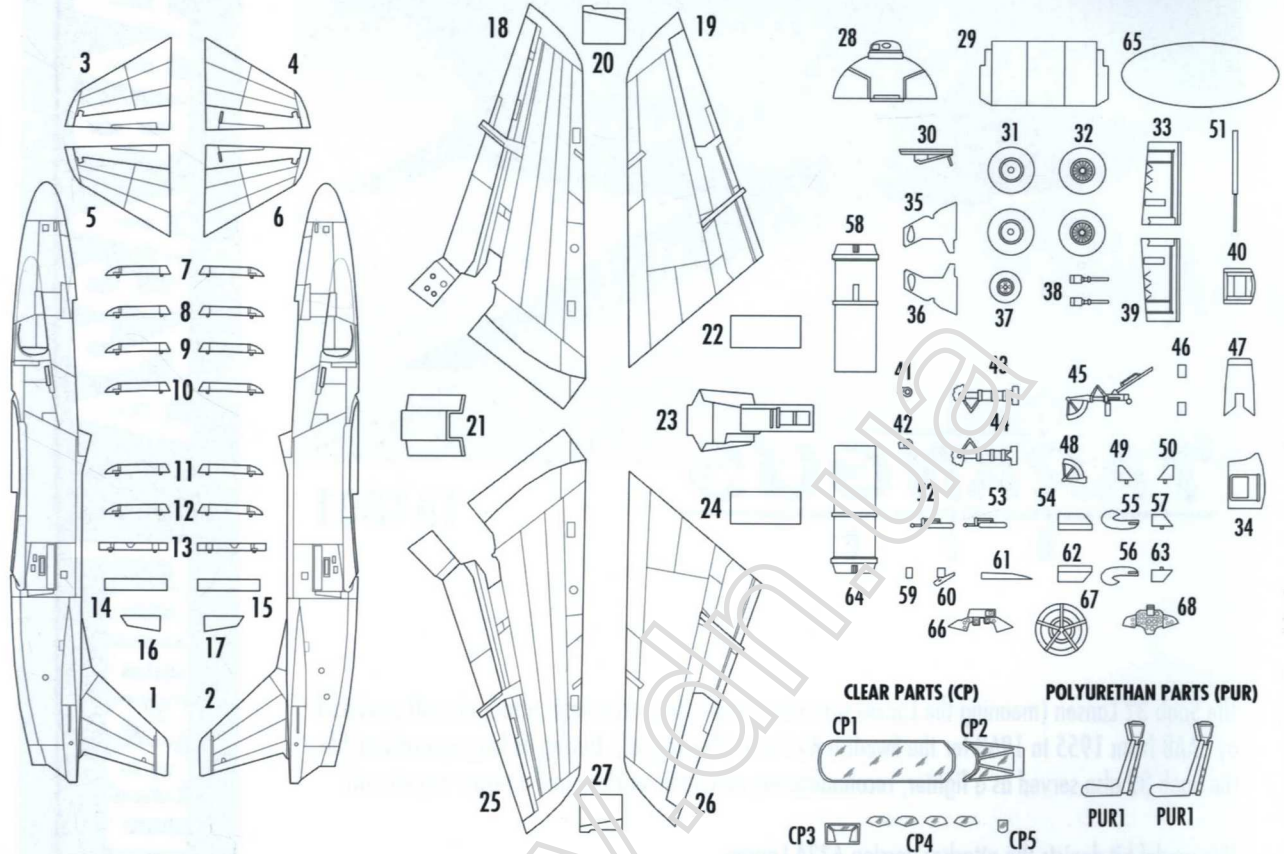
The A32 Lansen was Sweden's last purpose-built attack aircraft. During the Cold War years, the Lansen distinguished itself with a solid if unspectacular career. Swedish pilots described it as pleasant to fly.

Gradually being replaced by more modern types, the Saab 32 was used into the late 1990s. Two still remain operational with the sole task of taking high altitude air samples for research purposes for the Swedish Radiation Safety Authority. It was used to collect volcanic ash samples in April and May 2010.

Scale 1/48

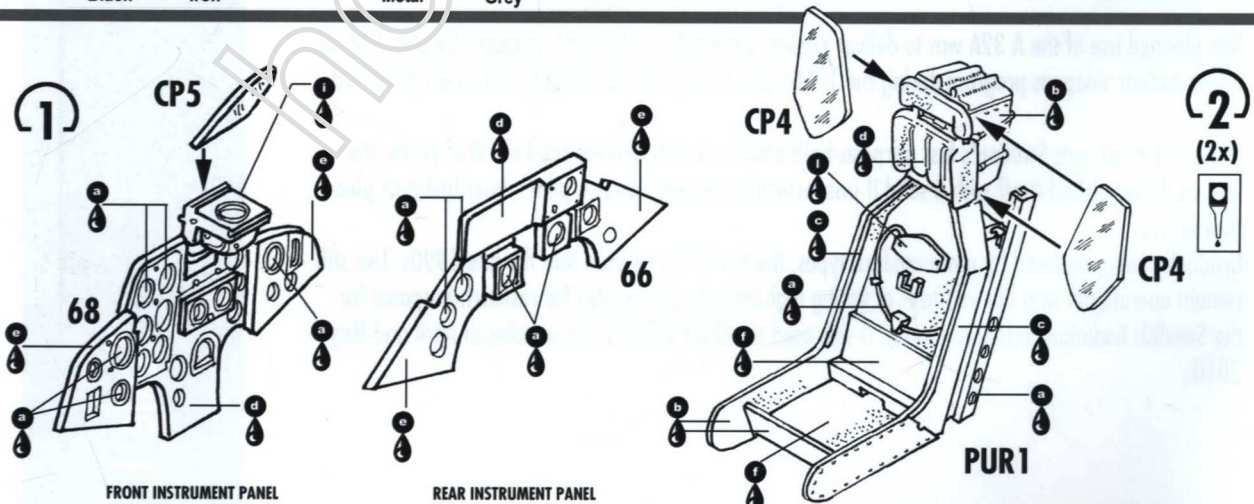
SAAB A32A Lansen

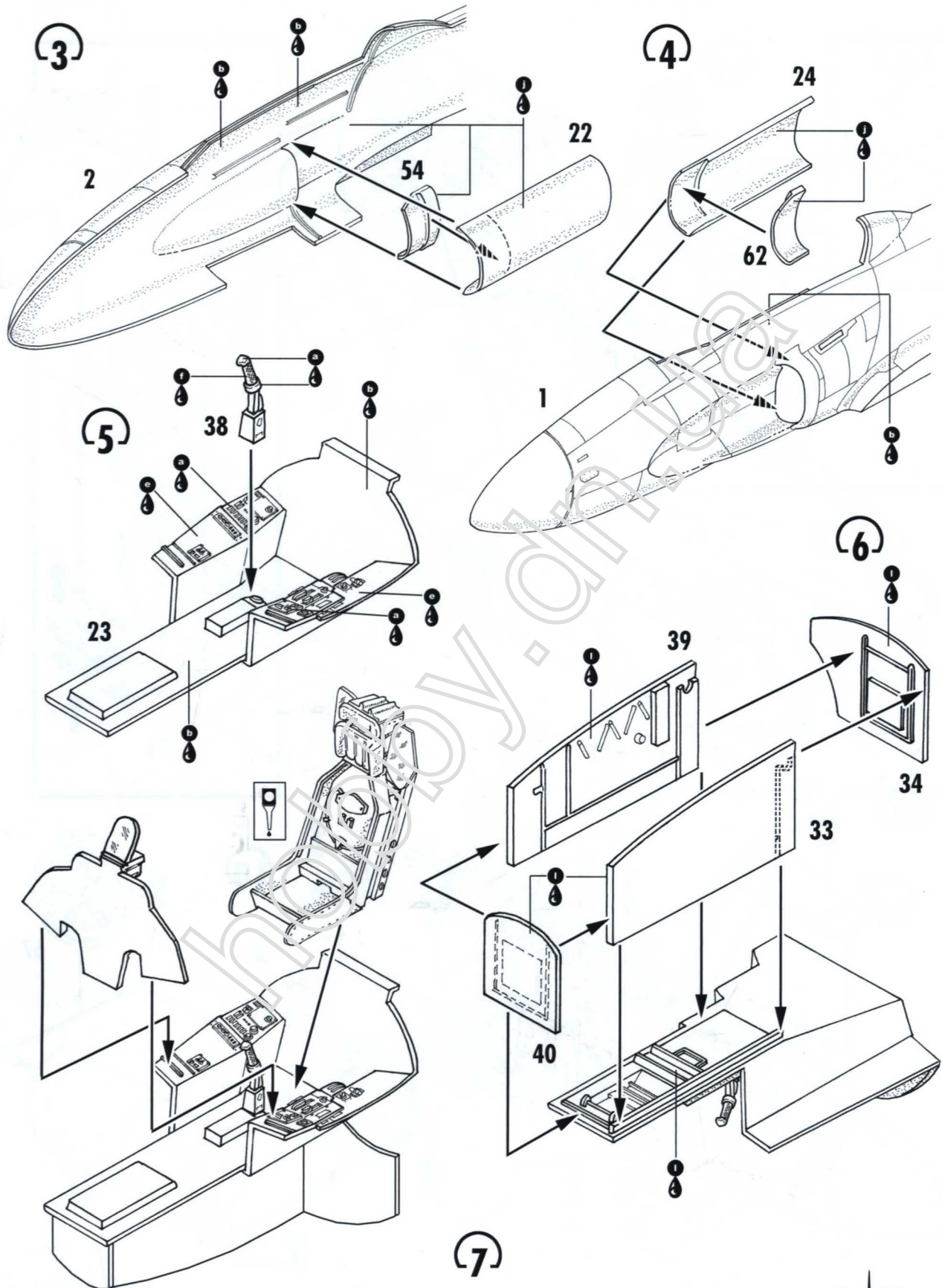
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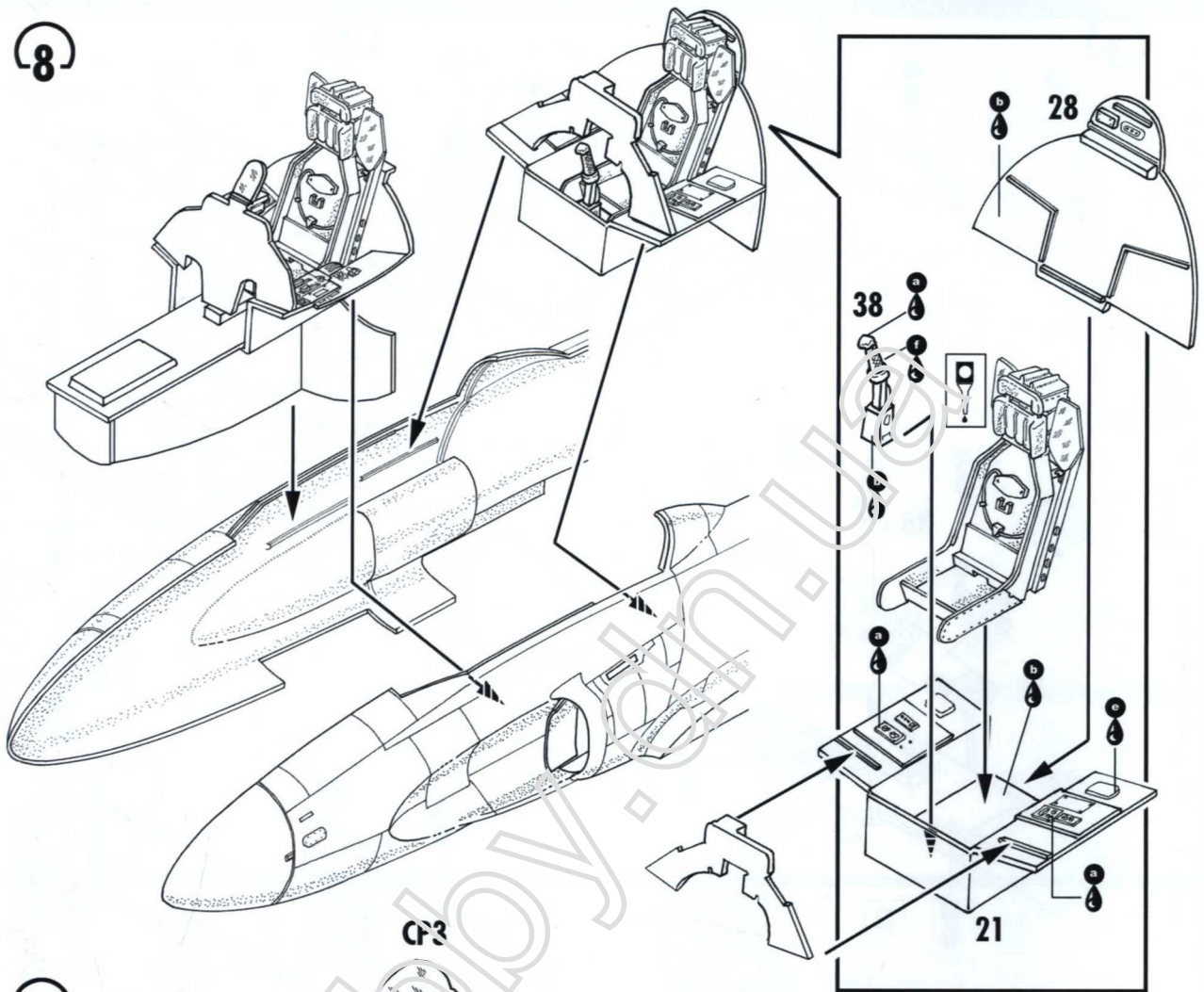
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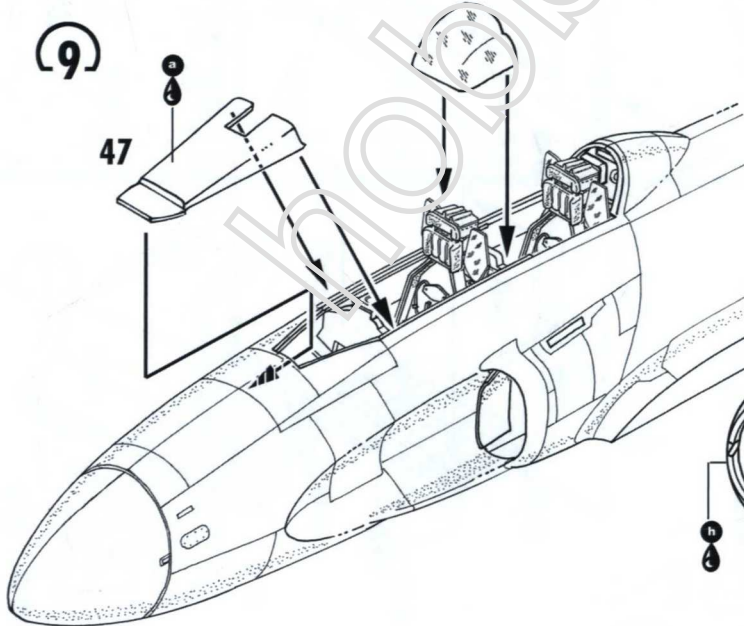




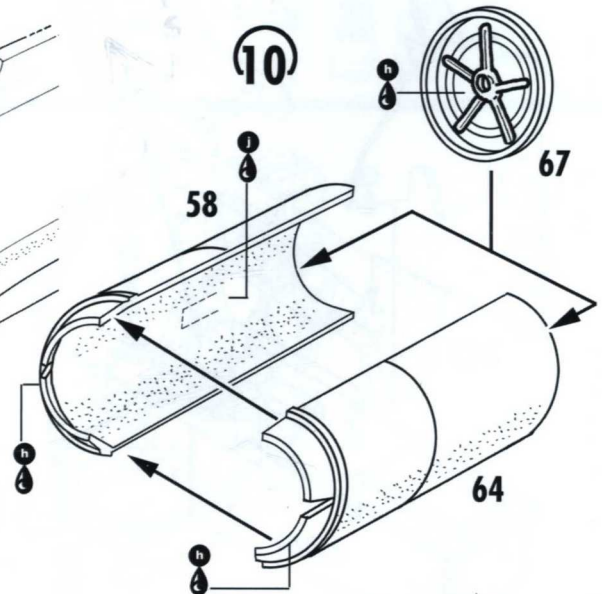
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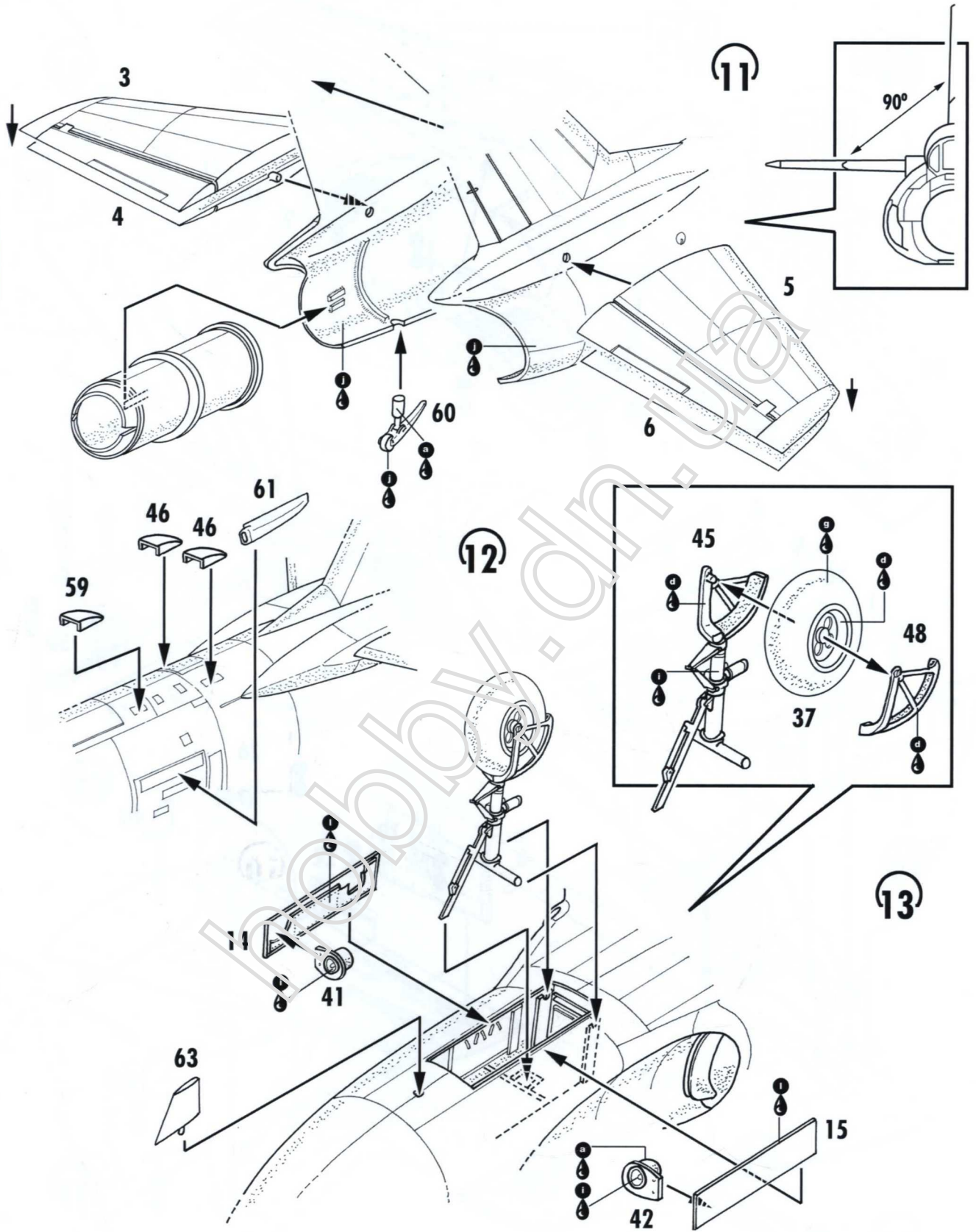


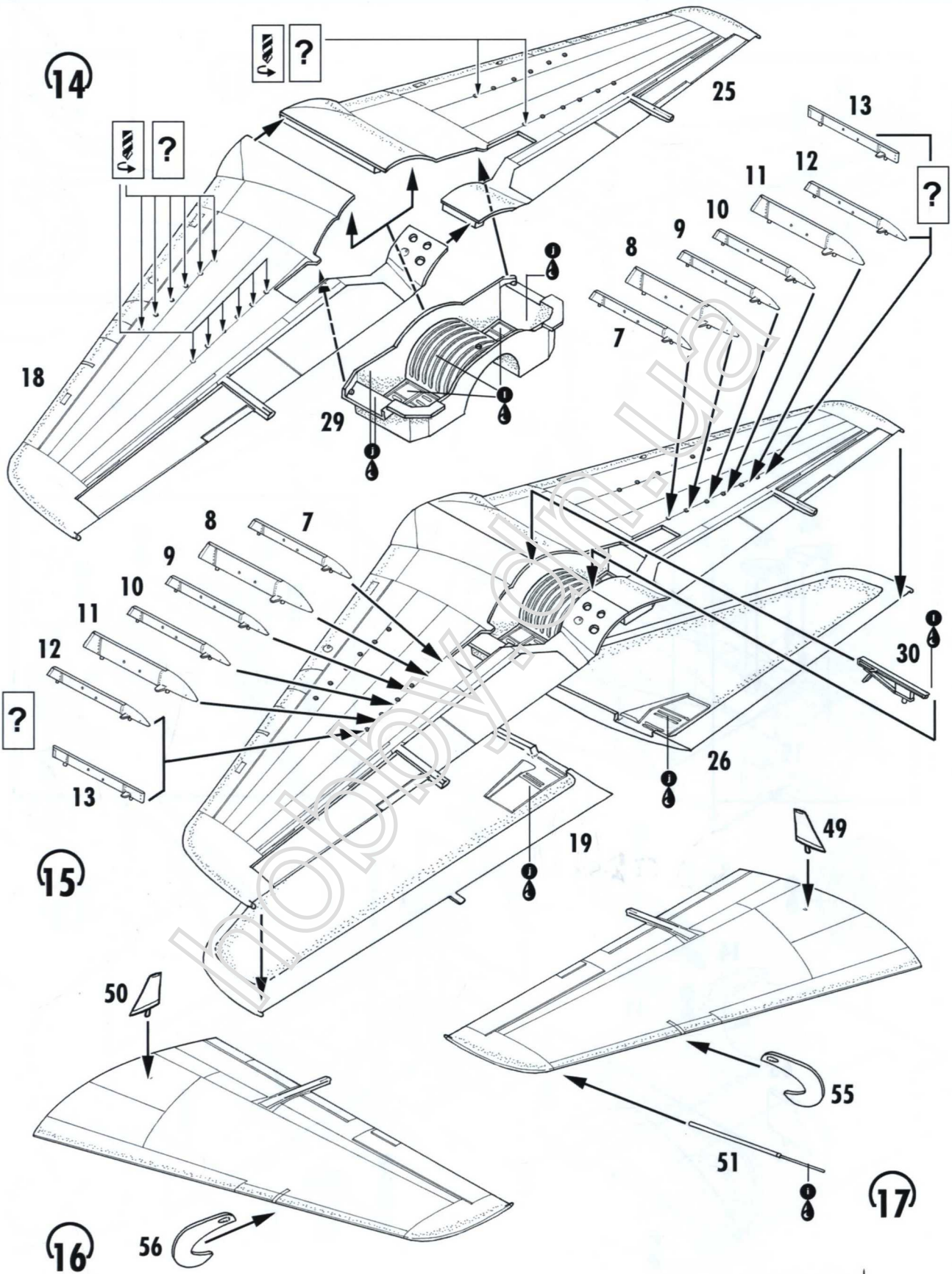
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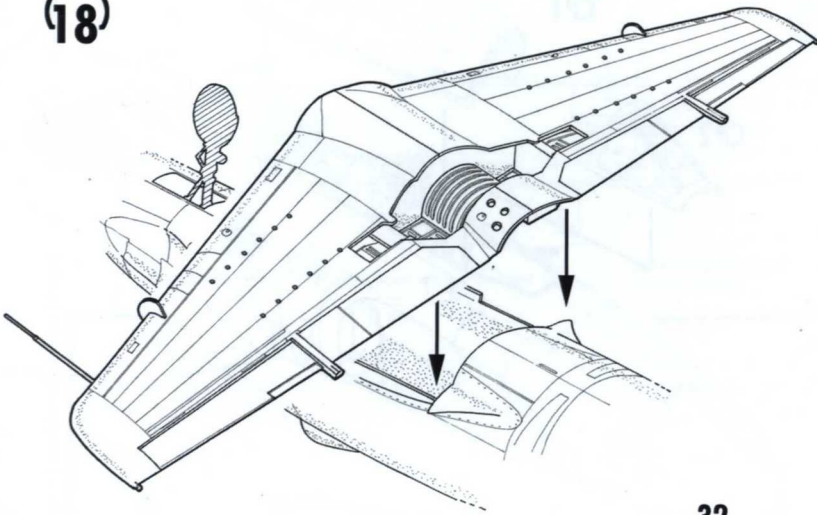
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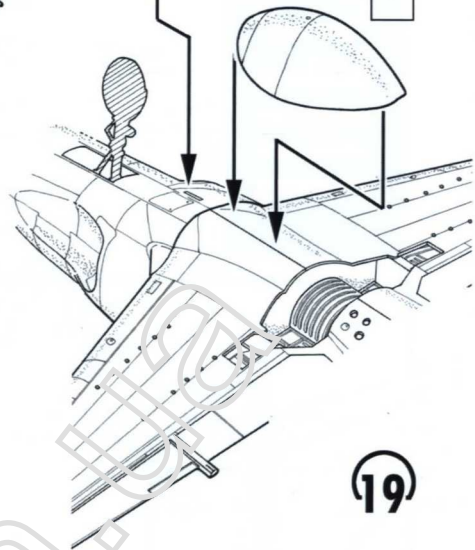


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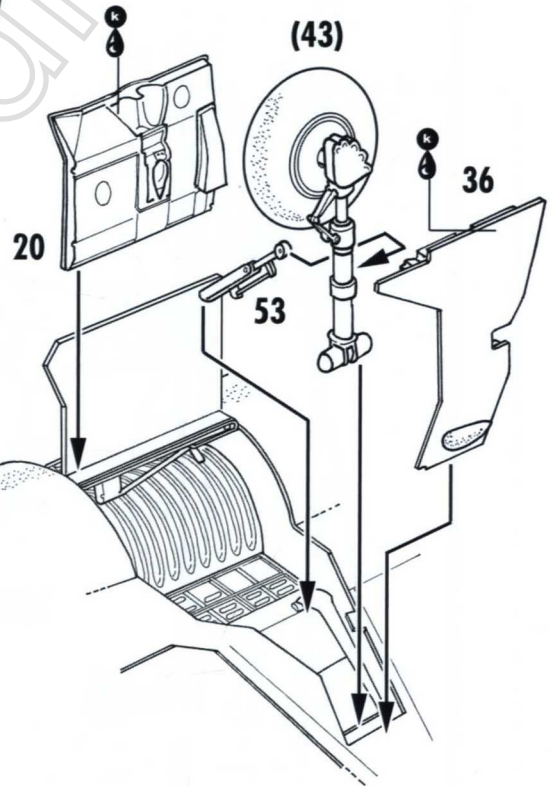
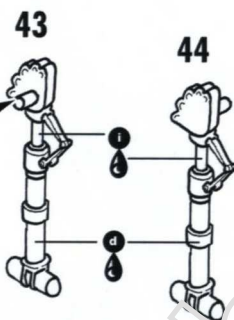
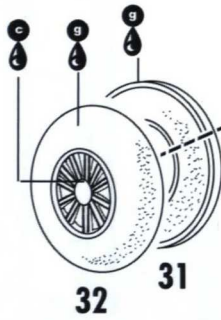


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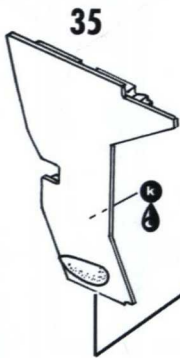
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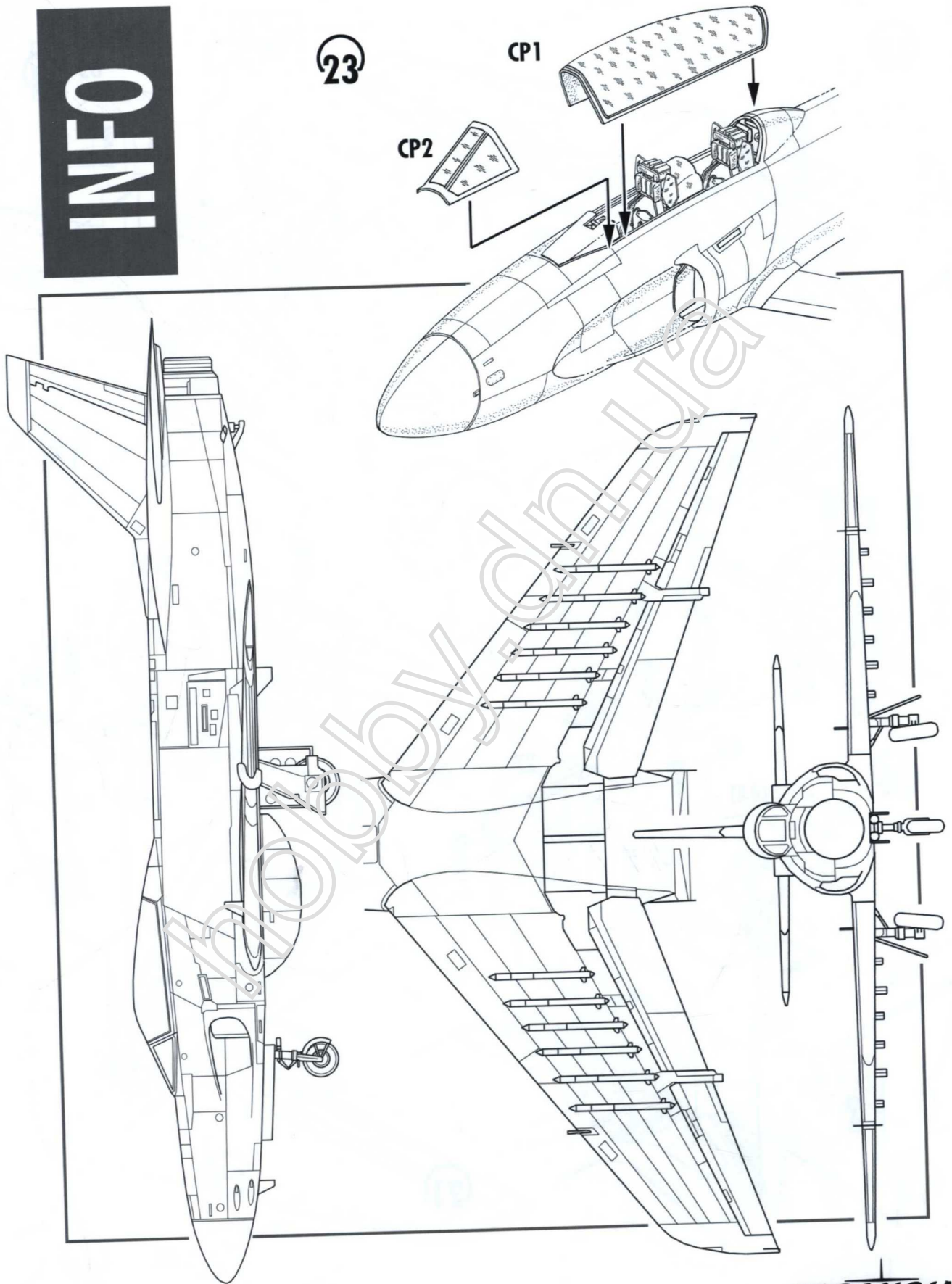
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INFO

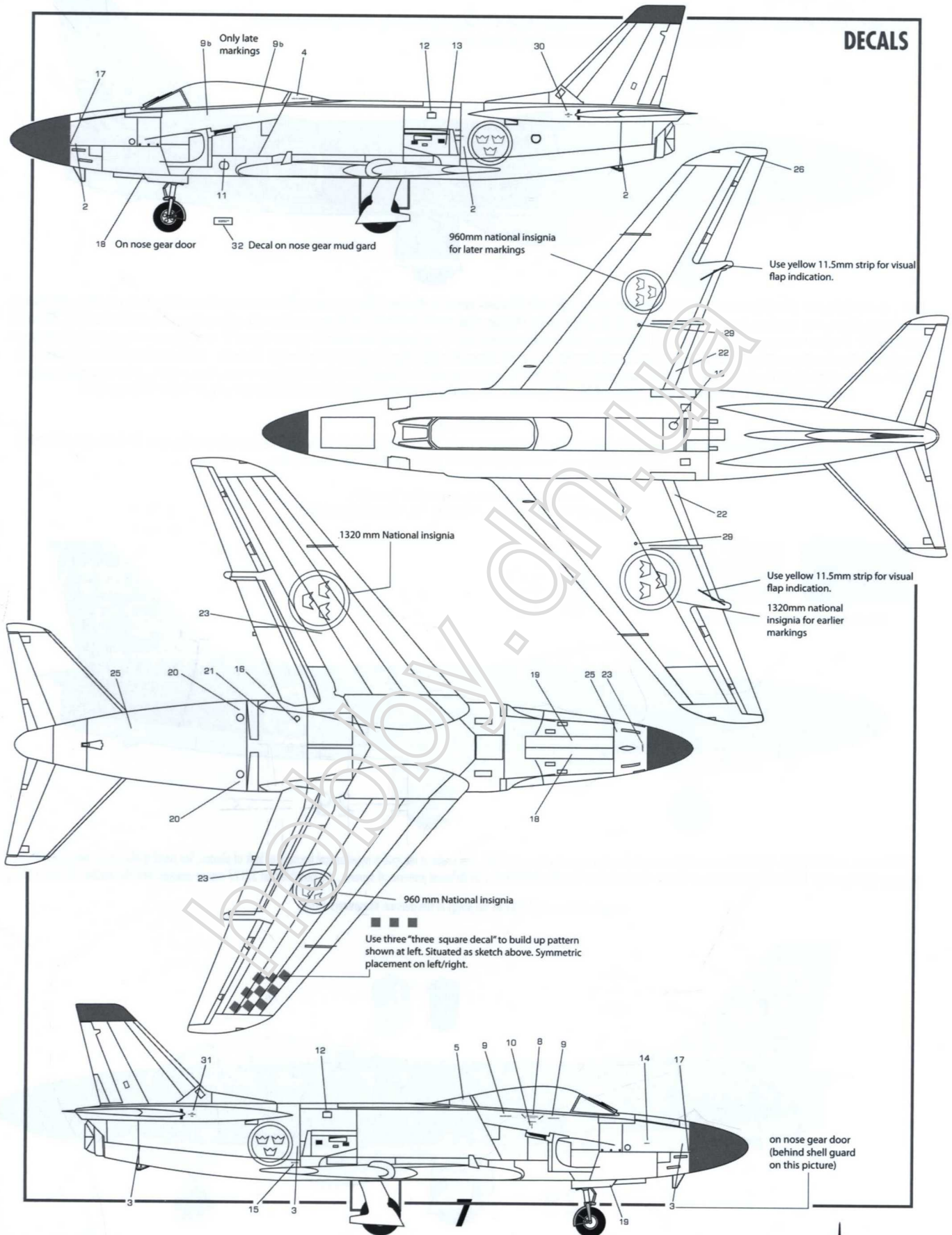
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CP1

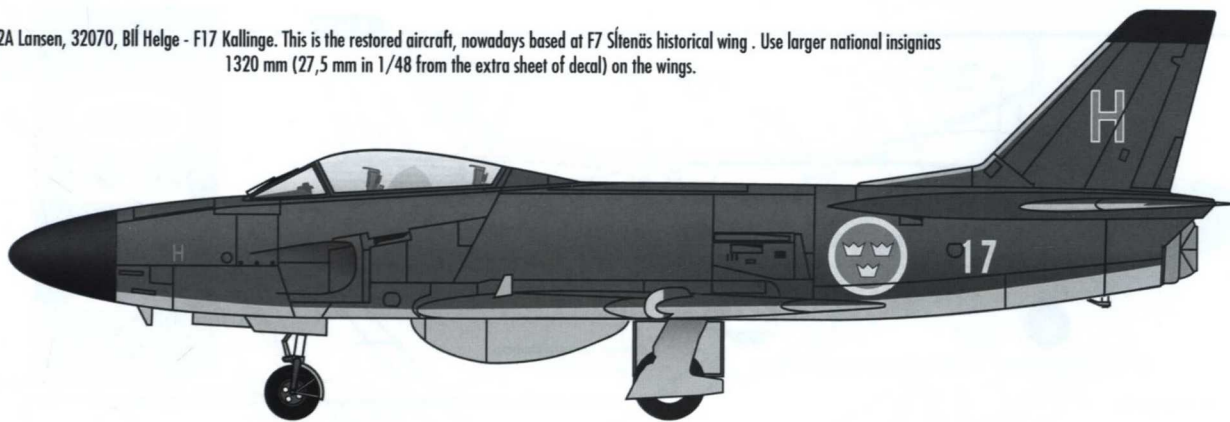
CP2



DECALS



A32A Lansen, 32070, Bil Helge - F17 Kallinge. This is the restored aircraft, nowadays based at F7 Sletnäs historical wing. Use larger national insignias 1320 mm (27,5 mm in 1/48 from the extra sheet of decal) on the wings.



Here is some useful general information: On early Lansen, stencilling was less visible with plain black text on the fuselage. Late in its career, stickers were used for stencilling. During the first period when the aircraft were painted green, sometimes the paint was masked around the stickers, giving a brighter edge around the stencils. The late green stickers with yellow text were only used on late S32C, aircraft borrowed from FC - (Flygcentralen) and possibly on late A32A at F6 Karlsborg. Early stencils are labeled with "A" on the decal sheet and later type are labeled "J". Small size national insignias on the wings were introduced in the late sixties or early seventies. Some long-lived aircraft from, for instance, F6 also used smaller national insignias on the fuselage. (The decals 1 and 2 should be placed on both sides of the head rest of the ejection seats. The decals 1b and 2b are not found often on photos, but can occur on some late individuals. The yellow FARA (winger) signs (decals 6 and 7) or the more modern wedge-shaped version supplied, behind the air intake, were available in three versions. See painting instructions for the specific aircraft. Many early aircraft had no FARA signs at all.

A32A Lansen colours.

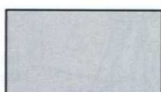
The standard paint scheme for A32A Lansen was Olive Green 325 top side and unpainted metal underside. The green paint faded a lot so colour did vary a lot over the years. The front edges of the wings, stabilizer and fin were unpainted metal (60mm). Landing gear was painted dark green.

Some paint suggestions to replicate Olive Green 325.

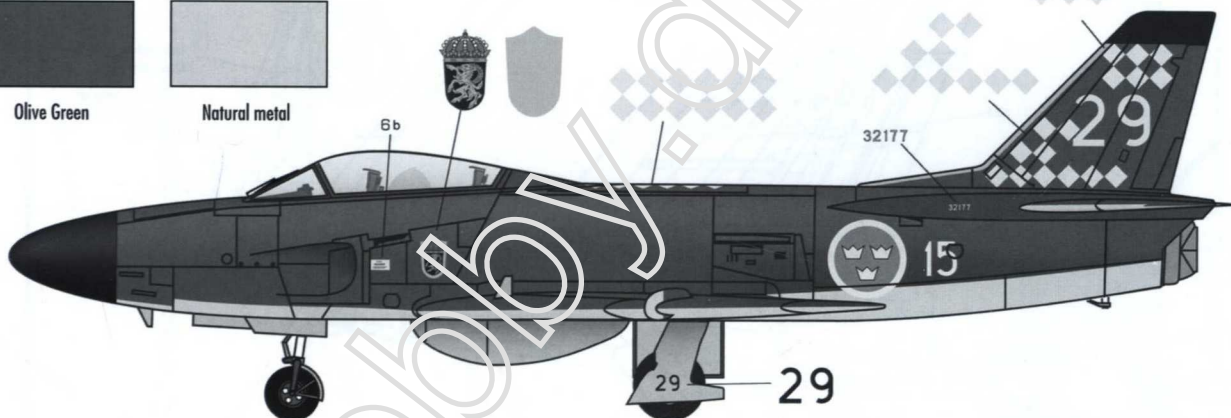
FS code: 34079 * Tamiya: XF-61 * Humbrol: 116 * Gunze Sangyo: N 060



Olive Green



Natural metal



A32A Lansen, no 32177, 29 - F15 Söderhamn in "68 squares" from the autumn maneuver 1968. Right side of the grid is hypothetical because of lack of photos. See decal guide for the placement of the squares under the wings. Additional squares are provided on the decal sheet for other individuals with different patterns of squares. It is possible that 32177 was re-marked with the smaller 720 mm national insignias (15 mm in 1/48) on the wings at the autumn maneuvers 1968.

